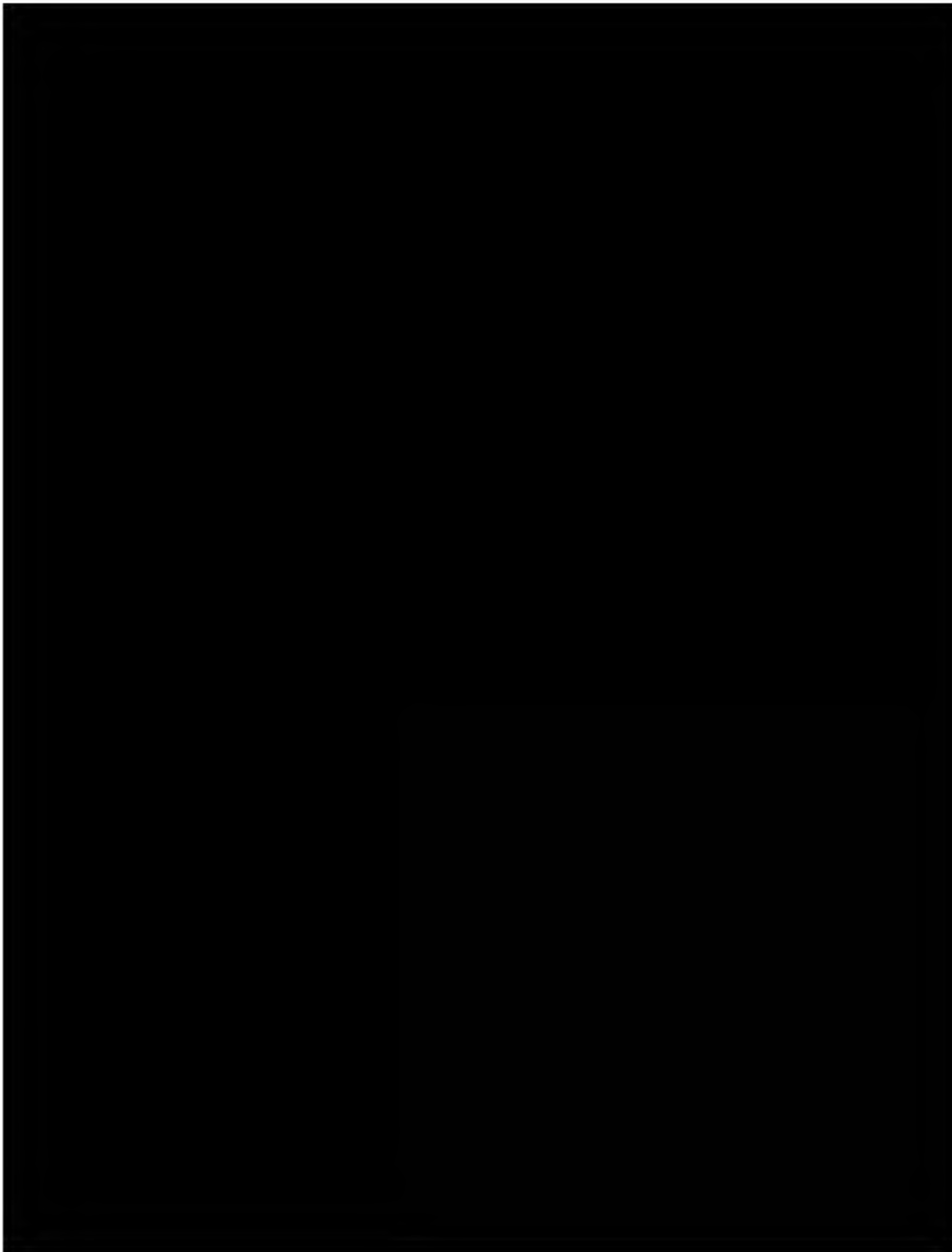


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CLASSIFICATION CONFIDENTIAL
 SECURITY INFORMATION
 CENTRAL INTELLIGENCE AGENCY
 INFORMATION REPORT

REPORT NO. [REDACTED]

CD NO.

COUNTRY USSR (Latvian SSR)

DATE DISTR. 25 March 1952

SUBJECT Vairogs Railroad Car Plant in Riga

NO. OF PAGES 2

PLACE
25X1A ACQUIREDNO. OF ENCLS. 2 (4 pages)
(LISTED BELOW)DATE OF
INFO.SUPPLEMENT TO
REPORT NO.

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1. The Vairogs Railroad Car Plant in Riga (56°58'N/24°06'E) was bordered on the north by the railroad line leading to Valka (57°54'N/26°13'E), on the south by Vidzemes Gatve and on the west by the railroad line leading to Daugavpils (55°53'N/26°34'E). On the opposite side of the Vidzemes Gatve was the VEF Radio Plant (Valets Elektrotehnizka Fabrika - State Electro-technical Plant). The plant was formerly a Latvian railroad car plant. In wartime it was used as a tank repairshop for the German Armed Forces. Part of the installations were demolished when the German troops retreated in October 1944. Reconstruction and expansion work was started in the winter of 1944. The pressing department and the frame construction department had to be completely rebuilt. Three additional workshop buildings were completed by spring 1949. *
2. Early in 1949 the plant comprised a foundry, a forge, a machine shop, a plate department, an assembly department, a fitting shop, a transformer station and a horseshoe factory. In 1946-1947 the machinery of the plant was overhauled. In 1949 most of the machines were of German and British make. Power was supplied from the municipal power plant in Riga. There were spur tracks leading to the main railroad line. The plant had 2 to 4 Diesel locomotives and allegedly about 20 trucks. **
3. The prewar production of the plant comprised rail motorcars and trailers, and 75-mm artillery shells for the Latvian army. After the German troops left, the plant repaired freight cars and converted them for use on wide gauge tracks. The production of streetcars and electric rail motorcars was resumed in October 1946. In December 1946 two electric rail motorcars, two coaches and two luggage cars were produced for the Moscow electrified suburban railway. The maximum speed of the rail motorcars was 120 km per hour, the average speed was 80 to 90 km per hour. The Riga Electro-mechanical Plant (REM) supplied the electric equipment and the electric motors. A total of 3 rail motorcars was produced from 10 October to 23 November 1947. Late in 1947

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the construction of freight cars was also started. Early in 1949 the monthly production comprised 8 to 10 rail motorcars and trailers which were all destined for the Moscow suburban traffic. Production was planned to be doubled by 1949. In 1950 a new car model was produced for the Riga-Dubulti (56°57'N/23°41'E) electrified line. ***

4. In 1944 the monthly output of the horseshoe factory, located within the railroad car plant, was approximately 220,000 horseshoes and 25,000 kg of horseshoe nails.
5. Scrap shipments came from Kaliningrad (54°41'N/20°33'E) and Lepaya (56°30'N/21°02'E). Part of these scrap supplies originated from German army depots in these cities. Wire shipments for the production of horseshoe nails were also received from outside sources.
6. In 1950 Kavalers (fnu) was manager of the plant and A.G. Eysmont was chief engineer. In 1944 the number of employees was allegedly 2,200. Estimates as to the number of employees for the period from 1946 to 1949 vary between 2,000 and 3,000. Most departments worked a three-shift schedule. The plant was partly surrounded by a stone wall with barbed wire, and partly by a wooden fence. There were watchtowers, guarded by plant militia, at the corners of the plant.

25X1A * [REDACTED] Comment. For location sketch of the plant, see Annex 1, based on a 1942 town plan of Riga.

25X1A ** [REDACTED] Comment. For layout sketch of the plant. see Annex 2 based on information from all sources.

25X1A *** [REDACTED] Comment. The production of this plant appears to change frequently and there is no mass-production under way. Production figures indicated by sources appear credible.

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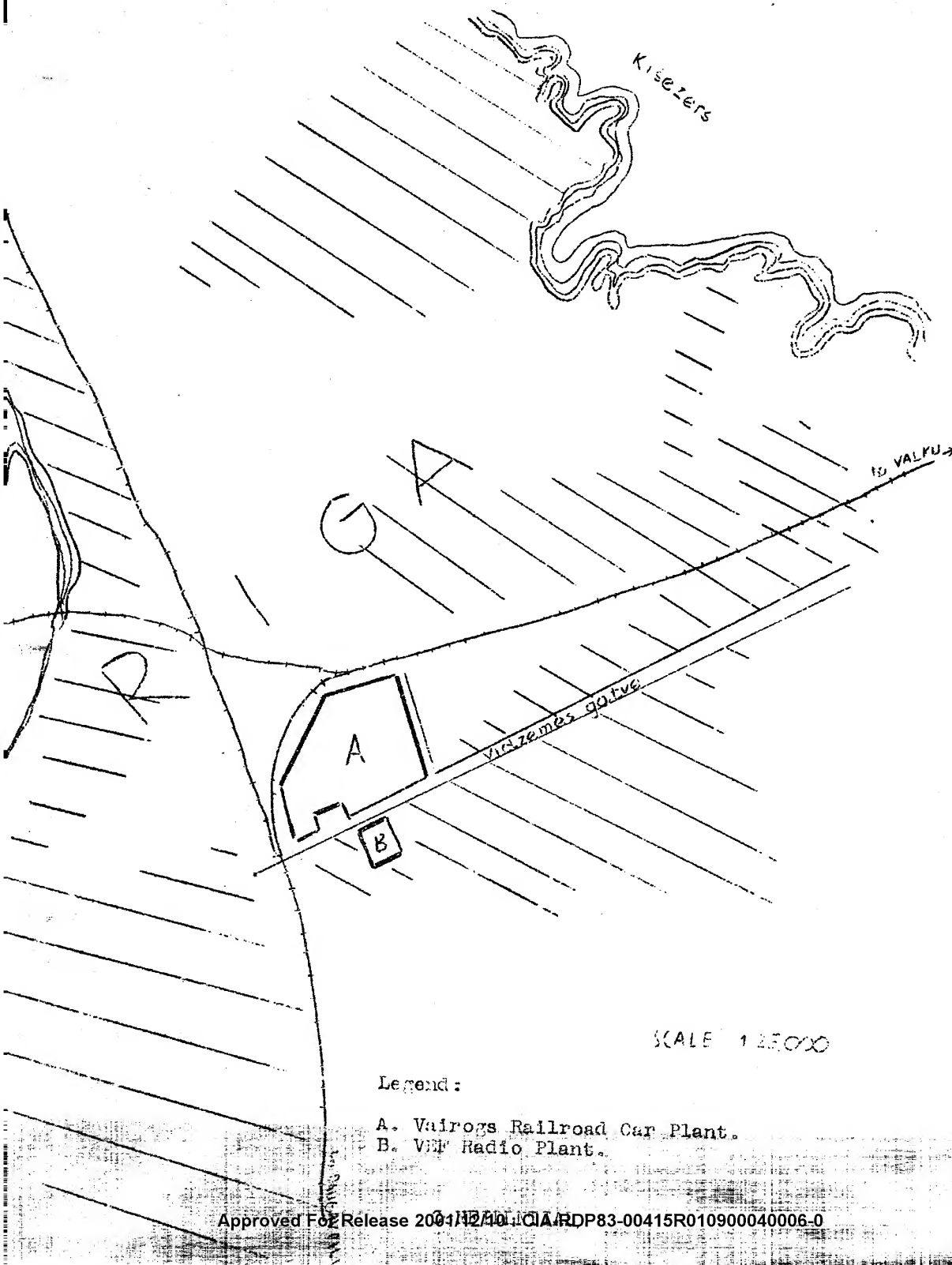
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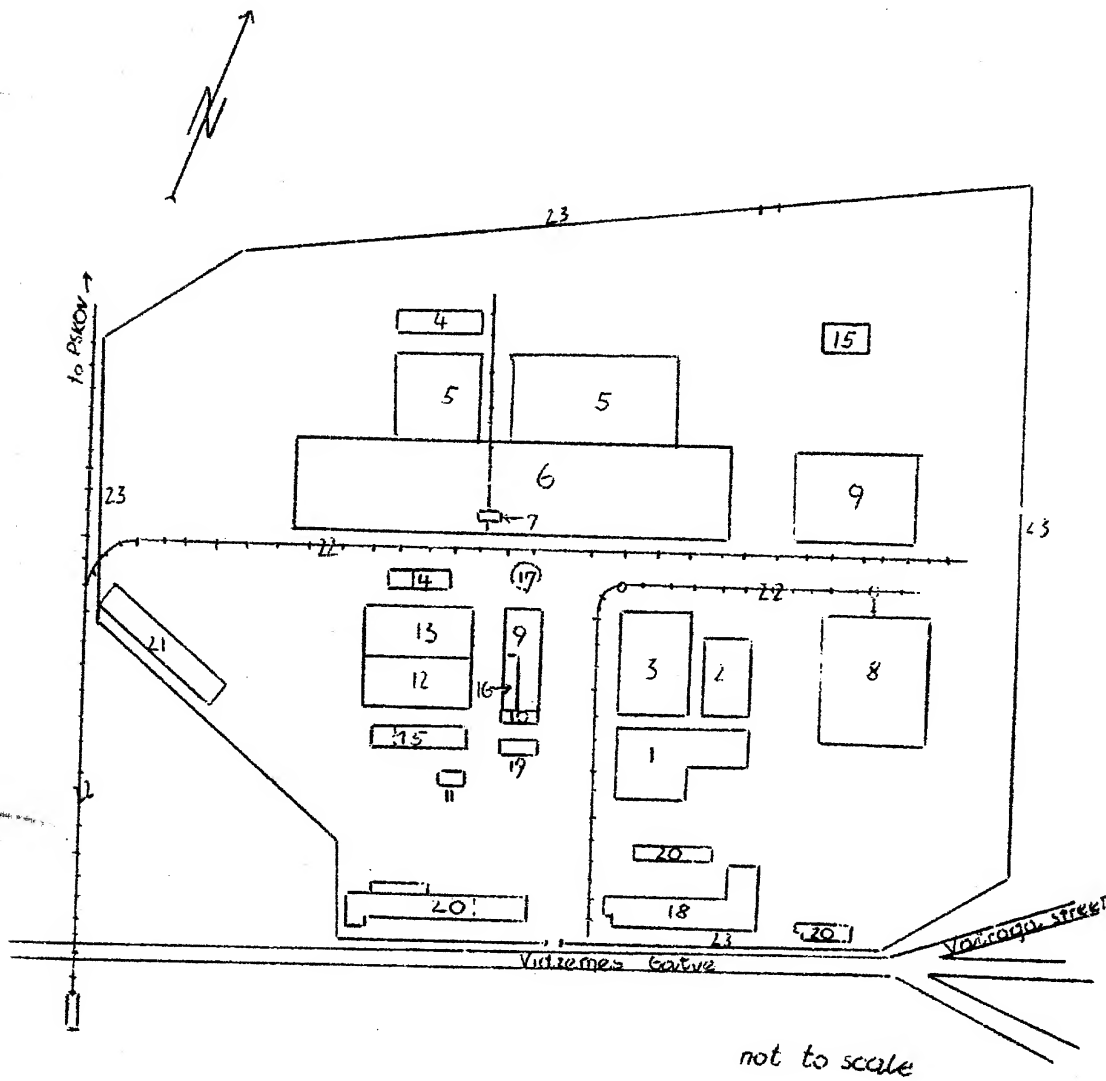
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Location Sketch of the Vairogs Railroad Car Plant in Riga



Layout Sketch of the Vairogs Railroad Car Plant in Riga

Legend: See next page.



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Legend:

1. Foundry, equipped with one open-hearth furnace, 6 to 8 meters high with a diameter of 4 meters and a capacity of 4.5 to 5 tons. The furnace was charged with 200 kg of pig iron, 2,800 kg of steel, scrap material from former castings, and waste material, 1,000 kg of scrap, 50 kg of lime, about 15 kg of silicon, manganese, magnesium, and aluminum. Drawbars, brake shoes, buffers, protective covers, and small special parts were cast. Large cogwheels were also produced and were allegedly shipped to the Riga RES Turbine Factory. The waste percentage was approximately 15 percent. The foundry also contained two coal-fired cupola furnaces, each about 6 meters high and 2 meters wide. The furnaces, alternately in operation, were mainly used to cast railroad car frames. The foundry cleaning shop was equipped with a sand blast apparatus and grinding machine.
2. Former electric steel department. Present use unknown.
3. Forge, equipped with 2 hydraulic hammers of 2 tons each, and several forge fires, one autogenous and electric welding installation, one punching and pressing installation.
4. Plate working shop.
5. Machine shops.
6. Assembly departments.
7. Movable platform (Verschiebebuehne).
8. Wood-working department, equipped with 2 bandsaws, in which panels and doors for rail motorcars were produced.
9. Warehouses.
10. Electric workshop.
11. Boilerhouse, allegedly a new building, housing 2 coal-fired boilers, each 4 meters long and 3 meters in diameter. They supplied the plant with warm water and steam.
12. Fitting shop, allegedly equipped with 12 machine tools. Fittings and angle irons were produced.
13. Apprentice workshop. May possibly be used for production purposes.
14. Oxygen plant.
15. Kitchen and messhall.
16. Garage.

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17. Watertower.
18. Administration building.
19. Transformer station.
20. Residential buildings and kindergarten.
21. Horseshoe factory.
22. Railroad tracks with turntables.
23. Fence.

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Photographs of the Vairogs Railroad Car Plant
in Riga, Latvian SSR

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- Photograph No 1 - Administration building.
 - Photograph No 2 - Steel and gray cast iron foundry, shown to the left in the background. The warehouse is to the right.
 - Photograph No 3 - Community building (in the center of the picture) and fitting shop.
 - Photograph No 4 - Messhall.
 - Photograph No 5 - Plate punching shop.
 - Photograph No 6 - Assembly shops.
 - Photograph No 7 - Forge.
 - Photograph No 8 - Carpentry shop and former electric steel department.

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